

Waterfront Whiffs

Discoloration of Halibut Discussed; Power Cruiser Eamus Changes Hands; Activity Among Pleasure Boats

A bulletin on discoloration of halibut, giving causes for the same and suggestions with a view to its elimination, has been prepared by Dr. F. C. Harrison of McGill University and Prof. Wilfrid Sadler of the University of British Columbia, who spent last summer here investigating the matter, and published by the biological board of Canada. Copies are now available at the local fisheries experimental station. The bulletin has been gotten out in a popular rather than a strictly technical way and contains matter which should prove of interest, if not of practical use to the trade as well as to the fishermen themselves. Bacteriological organisms causing discoloration after the fish is caught and thrown into the holds of the boats up to the time it is landed and shipped are described. Use of sterilized water in swabbing the halibut after they are caught and in the manufacturing of the ice in which the fish are packed are among the suggestions that are made. A note of acknowledgment prefaced to the bulletin by Dr. Harrison and Prof. Sadler reads as follows:

"We desire to thank the director of the Prince Rupert station, D. B. Finn and his staff and Mr. Freeman, of the international halibut commission, for their assistance and co-operation. "We cannot speak too highly of the generous support of many halibut fishermen; the buyers and graders of the fish companies in Prince Rupert; Capt. Chris Hendricksen, of the halibut boat Gibson and Capt. N. Pedersen of the halibut boat Morriett without whose sympathy and encouraging interest the task of obtaining material and information would have been difficult. These men have at all times shown their concern in this investigation. "We desire to place on record our tribute to these hardy seamen in their often hazardous occupation."

Capt. Merrill Seltows expects to leave at the end of this week for the maiden trip to the fishing grounds with his new 50-foot halibut boat, Kellef. The craft has just been completed at the N. M. McLean boat yard at Seal Cove and is a real tribute to the skilled workmanship of her builder. Doug Stork brought his power cruiser Sunbeam II. on Tuesday from Digby Island, where she had been beached for the winter, to the floats of the Prince Rupert Rowing & Yacht Club.

Jack Lindsay's power cruiser Irene L. is to go on the grid of the Prince Rupert Rowing & Yacht Club tomorrow for painting and minor hull work. Thus Shef Thomson inaugurates his spring painting and caulking program which promises to be an extensive one, taking in the majority of the Yacht Club boats before it is over. This will all be in preparation for the opening of the 1929 yachting and picnicking season which gives promise of being early this year because of the open and mild spring. To say the least of it, busy days are in the offing at the Yacht Club and it will be hard to get a word in edgewise with the popular caretaker, who has never yet complained of being overworked.

Capt. Tom Watts has assumed his new duties as skipper of the Chatham Sound Packing Co.'s cannery tender Carlyle S., which is attached to the company's new cannery at Humpback Bay, Porcher Island. Dr. T. Ingvaldsen of the Prince Rupert fisheries experimental station staff, who went to Vancouver recently to consult with specialists following his recent illness, has now gone to Winnipeg, where he will receive further treatment. The date of his return to Prince Rupert is uncertain, although his many friends will wish him a speedy restoration to health and hope to see him back again soon.

The Union Steamship Co.'s freighter Chilliwack brought up a large quantity of equipment this week for the Chatham Sound Packing Co.'s new salmon cannery at Humpback Bay, Porcher Island, the consignment including oil tanks, retorts, lumber, machine shop outfit, etc. With some twenty-five or thirty men employed in construction work, the cannery buildings are now practically complete and machinery will soon be arriving from the south. The plant will be ready in plenty of time for the opening of the forthcoming fishing and canning season.

Held up at Bull Harbor on the other side of Queen Charlotte Sound for more than a week through stress of weather, Pacific Salvage Co.'s local power tug, Salvage Princess, Capt. Frank Tyler, was able to make the crossing on Tuesday and is expected to arrive in port by the end of this week. The vessel is bringing up a scowload of machinery for the National Airplane Lumber Co.'s new sawmill at Porpoise Harbor, the scow to be added to the company's local fleet. Stormy weather has caused the round trip to Vancouver to be of more than three weeks' duration whereas it was expected that the vessel would be absent little more than a single week. However, Capt. Tyler has ruled that it is better to be safe than sorry and, taking it by and large, such usually proves the soundest policy in nautical as well as other affairs.

A number of the larger American halibut boats are reported to have been held up recently around Kodiak Island on account of cold weather. Frosty conditions, it is said, have made it practically impossible to use the gear. The big local halibut boat Takla, Capt. Chris Parkvold, left on Monday night for the fishing grounds. The vessel had spent about two weeks in port receiving repairs to damage which was done when she was struck by a roller on her initial trip this season, one of the members of her crew having been swept overboard and lost at the time.

Capt. Fred Ostrom of the American halibut schooner Wizard, which was in port this week, has some interesting experiences to recount of the tuna fishing game off the coast of California in which he made a trip during the past close season for halibut. Conditions in the tuna fishing are altogether different from the halibut business and the southern industry plied on usually flat and warm seas has not nearly the rigors that are encountered in seeking the wily halibut. In other words it is the more northerly fishing, to put it like the shipwrecked Swede would, that "a man's a man for a' that."

It would greatly relieve Doc Clapperton, to say nothing of enlightening a young lady who does not dwell a thousand miles from the Government Wharf, if some one would tell the secret of who was the man who made the hole in the ocean and then went and fell into it. Henry Derby has sold the harbor boat "23," which he bought last May, to W. P. Armour, manager of the Pacific Salvage Co. The vessel which originally plied on the Yukon River, is about 25 feet long and is equipped with a 32-37 h.p. Eastern-Standard gas engine. It is understood that Mr. Derby, who has been recently identified with the dry dock staff, plans to leave Prince Rupert.

The well known power cruiser Eamus has been sold by H. A. Ross to J. W. McAuley, locomotive foreman for the Canadian National Railways, and has been moved from the Prince Rupert Rowing & Yacht Club floats to the C.N.R. Yacht Club. The Eamus is a vessel of 34 feet length and is equipped with a 8 h.p. Clifton engine. As the Donnie Mac, she belonged for many years to John Currie, from whom Mr. Ross purchased her. Concrete piers have been put down by the contractors, Mitchell & Currie, for the buildings of the new fuel station that is to be established on the local waterfront by the Home Oil Distributors Ltd. Lumber is all on the ground and construction of the buildings is to be proceeded with immediately. Crewsoted

One catch since fishing commenced. Ninety-four of the 183 old American boats which usually land their catches at the port had not yet discharged a fare. Boats landing catches during the past week were as follows: Canadian—Brant, 1600 pounds; Gibson, 4500; Helen II., 5000; Helge H., 4000; Johanna, 10,000; Joe Baker, 3100; Livingstone II., 16,000; M. M. Christopher, 5000; Morris H., 4000; Minnie V., 1000; Melville, 13,000; Prosperity A., 14,000; Pair of Jacks, 4500; P. Dorreen, 5000; Rose Spit, 5000; Ringleader, 2500; Ruth, 2600; Signal, 21000; Toodie, 3500; Ternet, 1700; Tramp, 3000; Viking I., 4500; W. T. 3000; Dundas, 2000; Bayview, 3000. American—Anna J., 8000; Ad-dington, 24,000; Attu, 22,000; Cedric, 7000; Celtic, 17,500; Excel, 21,000; Eureka (Tacoma), 4000; Estep, 9000; Gloria, 6000; Glacier, 14,000; J. P. Todd II., 8000; Lenore, 8000; Lindy, 5000; Middleton, 18,000; Majestic, 31,000; Marmot, 7000; McKinley, 27,000; Onah, 7000; Paragon, 26,000; Sitka, 33,000; Tordenskjold, 12,000; Venus, 23,000; Wave, 4000; Wabash, 600; Wizard, 29,000; Narrona, 11,000; Senator, 32,000; Orient, 2000; Alki, 3000; Corona, 6000.

Capacity of skipper this season, before departing for the grounds, the N. and S. is at the McLean yard for installation of a new keel and general overhaul.

Long Herring Run
The herring run off Port Simpson, near Prince Rupert, this season has been of considerably longer duration than usual. Seineboats have been taking large quantities of the fish from there for over six weeks and the fishing is still in full swing. Capt. Ole Skog, with his Azurita, has filled the year's requirements of the Canadian Fish & Cold Storage Co. and is now fishing fresh bait for the halibut fleet. After having run foul of a fisheries officer and being charged with seining inside the Pearl Harbor spawning ground, the charge against Skog was withdrawn by the department and he has been returned to good standing and enabled to fish again. Gammon & Watt's seineboat Zenardi has been providing a large supply of herring to the Rupert Marine Products Ltd. for reduction purposes and the Island Packing Co.'s Faith of Sechart has been fishing bait. There are no signs yet of a diminution of the run.

No fresh herring bait is available at Alaska ports and there is a constant movement of American halibut schooners to Prince Rupert to load fresh bait before departing for the fishing grounds. The schooner Wizard was among the American boats calling here for bait this week.

The Massett Cannery fish packer Jedway, in command of Capt. Johnny Hartlin and with John Dybbavn, head of the Massett Cannery, on board, arrived at Prince Rupert on Tuesday morning after having spent some two months at Vancouver where she was fitted with a new 120 h.p. Bolander diesel engine. The new motor functioned perfectly on the trip up the coast, Capt. Hartlin reported.

Capt. William Marshall, who was last year on the Cape Spear, is taking out the Prince Rupert halibut boat N. and S. in the

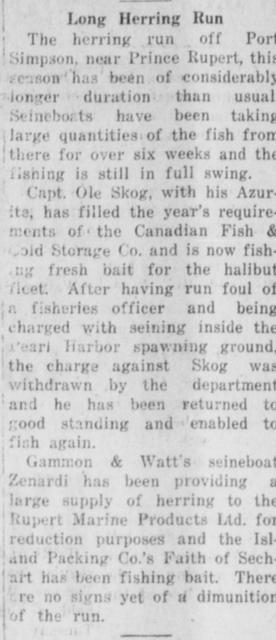
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Swearing in the New President



President Hoover taking the oath of office administered by Chief Justice William Howard Taft in the stand at the capitol building. This photo was sent over the telephone wires to New York from Washington.

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